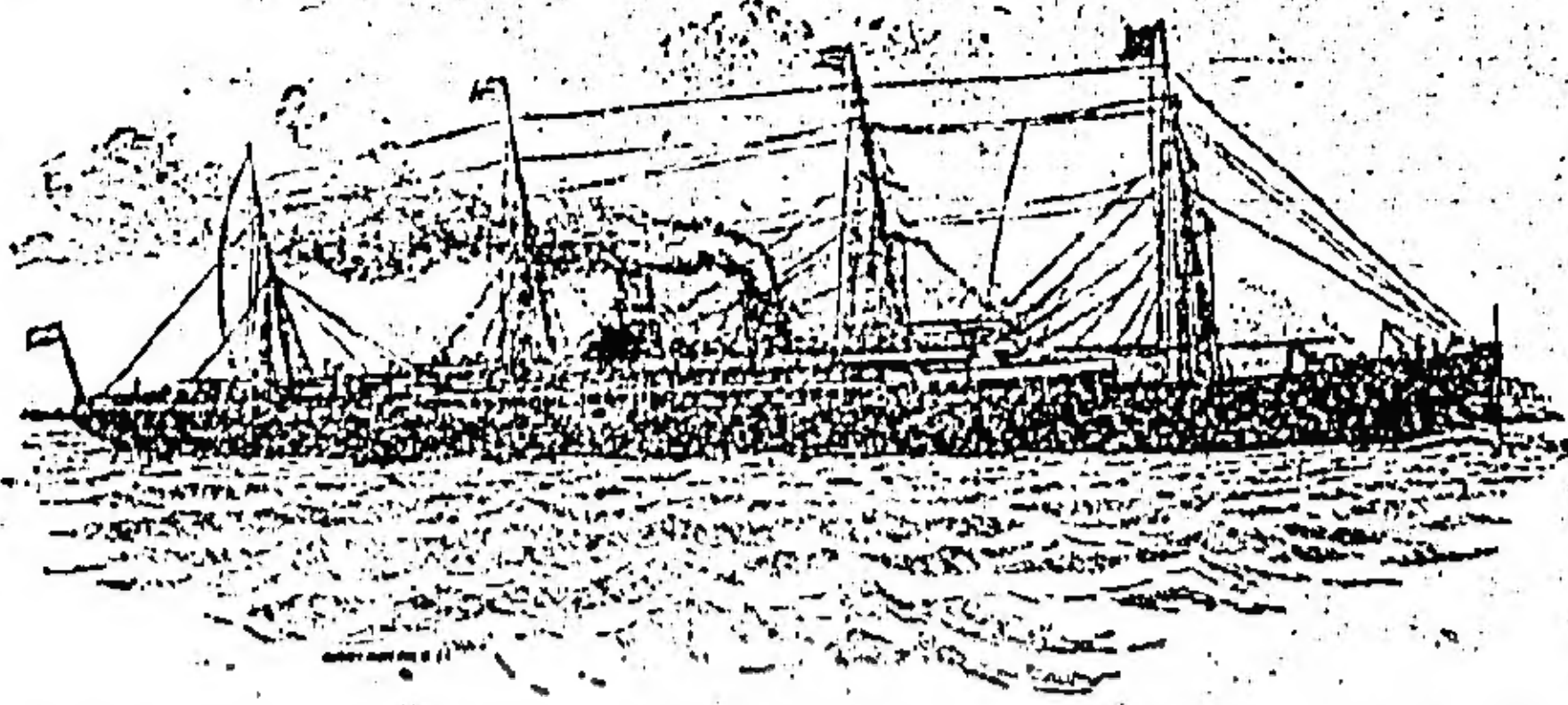


Hails.

U.S. MAIL LINES.



PACIFIC MAIL S.S. CO., OCCIDENTAL & ORIENTAL S.S. CO.,
TOYO-KISEN KAISHA.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO,
CENTRAL AND SOUTH AMERICA AND EUROPE.

PROPOSED SAILINGS FROM HONGKONG.

"KOREA"	SATURDAY, 13th December, at Noon.
"GABLO"	TUESDAY, 23rd December, at Noon.
"HONGKONG MARU"	WEDNESDAY, 31st December, at Noon.
"CHINA"	THURSDAY, 8th January, 1903, at Noon.
"DORIC"	SATURDAY, 17th January, 1903, at Noon.
"NIPPON MARU"	SATURDAY, 24th January, 1903, at Noon.
"SIBERIA"	TUESDAY, 3rd February, 1903, at Noon.
"COCTIC"	TUESDAY, 10th February, 1903, at Noon.
"AMERICA MARU"	TUESDAY, 17th February, 1903, at Noon.

Record-Trip Yokohama-San Francisco made by s.s. "KOREA," 12,000 tons, Oct. 18th-28th, 1902; 10 days, 15 hours.

The P. M. Company's Steamship "KOREA" will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA, YOKOHAMA and HONOLULU, on SATURDAY, the 13th instant, at Noon, taking Freight for Japan, the United States, and Europe. Passengers are allowed to break their journey at any point en route. Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada.

Passengers holding through ORDERS TO EUROPE have the choice of the Overland Rail Route from San Francisco, including the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and NORTHERN PACIFIC RAILWAY; also the CANADIAN PACIFIC RAILWAY on payment of £4 in addition to the regular tariff rate.

Passengers holding Orders for OVERLAND CITIES in the United States have between SAN FRANCISCO and CHICAGO, the option of the SOUTHERN PACIFIC, CENTRAL PACIFIC, UNION PACIFIC, DENVER and RIO GRANDE, and other direct connecting Railways, and from Chicago to destination the choice of direct lines.

Special rates (first-class only) to European Ports, are granted to Missionaries, Members of the Naval, Military, Diplomatic and Consular Services, and European Civil Service Officials located in Asia, and to European Officials in the Service of the Governments of China and Japan.

TO UNITED STATES AND CANADIAN PORTS, Special rates (first class only) are confined and will apply only to Missionaries, Members of the Naval and Military Services, and to Consular and Diplomatic Officials of the Governments of China and Japan.

Return Passage.—Reduction will be made to passengers who do not hold return tickets, making the return journey between ports in the Orient and Honolulu or beyond, within twelve months.

Through Bills of Lading issued for transportation to Yokohama and other Japan Ports, to San Francisco, to Atlantic and Inland Cities of the United States, via Overland Railway, to Havana, Trinidad, and Demerara, and to ports in Mexico, Central and South America, by the Companies' and connecting Steamers.

Freight will be received on board until 4 P.M. the day previous to sailing. Parcel Packages will be received at the Office until 5 P.M. same day; all Parcel Packages should be marked to address in full; value of same is required.

Consular Invoices to accompany each shipment of Cargo or parcel (valued at \$100. Gold or over) destined to Ports, beyond San Francisco, in the United States, should be sent to the Companies' Office addressed to the Collector of Customs at San Francisco.

Merchant's Invoice will be sufficient for cargo or parcel (each shipment) when the value is less than \$100. U.S. Gold.

For further information as to Passage and Freight, apply to the Agency of the Companies, Queen's Building.

E. W. TILDEN, Agent.

Hongkong, 6th December, 1902.

CANADIAN PACIFIC RAILWAY COY.'S
ROYAL MAIL STEAMSHIP LINE.

SAFETY. SPEED. PUNCTUALITY.
THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA
AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & VICTORIA, B.C.)
"EMPRESS" Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 Knots.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

R.M.S. "EMPRESS OF JAPAN"	6,000 Tons	WEDNESDAY, 17th Dec., 1902.
"ATHENIAN"	3,882 "	WEDNESDAY, 31st Dec., 1902.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 14th Jan., 1903.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 11th Feb., 1903.
"TARTAR"	4,475 "	WEDNESDAY, 25th Feb., 1903.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 11th Mar., 1903.
"ATHENIAN"	3,882 "	WEDNESDAY, 18th Mar., 1903.
"EMPRESS OF CHINA"	6,000 "	WEDNESDAY, 1st April, 1903.
"EMPRESS OF INDIA"	6,000 "	WEDNESDAY, 22nd April, 1903.
"TARTAR"	4,475 "	WEDNESDAY, 6th May, 1903.
"EMPRESS OF JAPAN"	6,000 "	WEDNESDAY, 13th May, 1903.
"ATHENIAN"	3,882 "	WEDNESDAY, 27th May, 1903.

THE magnificent "EMPRESS" Twin-screw Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, "TARTAR" and "ATHENIAN" (14 DAYS), saving THREE DAYS to a WEEK in the Trans-Pacific journey, and make connection at Vancouver with the PALATIAL OVERLAND TRAINS OF THE CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan.

The attractive features of the Company's route embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURIANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at Chicago World's Exhibition), and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS AND MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to D. E. BROWN, General Agent, Pedder's Street.

Hongkong, 4th December, 1902.

HAMBURG-AMERIKA LINIE.
NORDDEUTSCHER LLOYD.
OSTASIATISCHER FRACHTDAMPFER DIENST.

Taking Cargo at through Rates to ANTWERP, AMSTERDAM, ROTTERDAM, COPENHAGEN, LISBON, OPORTO, LONDON, LIVERPOOL, GLASGOW, TRIESTE, GENOA, PORTS IN THE LEVANT; BLACK SEA AND BALTIC PORTS; NORTH AND SOUTH AMERICAN PORTS.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

STEAMERS.	DESTINATIONS.	SAILING DATES.
SUEVIA	HAVRE and HAMBURG.	17th Dec.
ADRIA	(Calling at SINGAPORE and COLOMBO).	Freight.
Schaarschmidt	NEW YORK VIA PORTS.	30th Dec.
STIKASSBURG	GENOA and HAMBURG.	31st Dec.
Nurnberg	(Calling at SINGAPORE and PENANG).	Freight.
Silesia	HAVRE and HAMBURG.	13th Jan.
Wurzberg	(Calling at SINGAPORE and COLOMBO).	Freight.
Wurzberg	HAVRE and HAMBURG.	27th Jan.
Wurzberg	(Calling at SINGAPORE and PENANG).	Freight.
Wurzberg	HAVRE and HAMBURG.	10th Feb.
Wurzberg	(Calling at SINGAPORE and COLOMBO).	Freight.
Wurzberg	HAVRE and HAMBURG.	24th Feb.
Wurzberg	(Calling at SINGAPORE and PENANG).	Freight.

For further Particulars, apply to HAMBURG-AMERIKA LINIE, HONGKONG OFFICE, No. 1, Queen's Building.

Hongkong, 2nd December, 1902.

Notice of Firm.

CHINA TRADERS' INSURANCE COMPANY, LIMITED.

NOTICE.

DURING my TEMPORARY ABSENCE from the Colony, Mr. E. W. MAITLAND will act as SECRETARY of the Company. By Order of the Board, W. H. RAY, Secretary.

Hongkong, 10th December, 1902. [1351d]

Consignees.

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "BENLEDI," FROM ANTWERP, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods undelivered after the 12th instant will be subject to rent. All Claims against the Steamer must be presented to the Undersigned on or before the 20th instant, or they will not be recognized. All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 11th instant, at 3 P.M. No Fire Insurance has been effected. Bills of Lading will be countersigned by GIBB, LIVINGSTON & Co., Agents.

Hongkong, 5th December, 1902. [1335d]

NOTICE TO CONSIGNEES.

THE R. & O. S. N. Co.'s Steamship.

"VALETTA," FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed. This vessel brings on Cargo:—From London, &c., ex S.S. Himalaya. From Persian Gulf, ex B. I. S. N. and B. & P. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary before 5 P.M., TO-DAY. Goods not cleared by the 12th instant at 4 P.M. will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour. All claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognized. No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT, Superintendent.

Hongkong, 5th December, 1902. [134]

THE BOSTON STEAMSHIP COMPANY.

NOTICE TO CONSIGNEES.

STEAMSHIP "TREMONT," FROM TACOMA, VICTORIA, YOKOHAMA, KOBE AND MOJI.

The above Steamer having arrived, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature and to take immediate delivery of their Goods from alongside.

Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected by us in any case whatever.

DODWELL & Co., LIMITED, Agents.

Hongkong, 8th December, 1902. [134d]

FROM HAMBURG, BREMEN, ROTTERDAM, ANTWERP, PENANG AND SINGAPORE.

THE N.D.L. Steamship

"NURNBERG,"

Captain Jaburg, having arrived from the above Ports, Consignees of Cargo are hereby requested to send in their Bills of Lading for countersignature by the Undersigned and to take immediate delivery of their goods from alongside.

Optional Cargo will be forwarded unless notice to the contrary be given before Noon, TO-DAY.

Any Cargo impeding her discharge will be landed into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited, and stored at Consignees' risk and expense.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 15th instant will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 15th instant, at 3 P.M. No Fire Insurance has been effected.

HAMBURG-AMERIKA LINIE, Hongkong Office.

Hongkong, 9th December, 1902. [1348d]

NOTICE TO CONSIGNEES.

FROM CALCUTTA, PENANG AND SINGAPORE.

THE Steamship

"LIGHTNING,"

having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside at consignees' risk and expense.

Cargo impeding the discharge will be landed at once.

Cargo remaining on board after the 12th instant, at 4 P.M., will be landed at Consignees' risk and expense into the Godowns of the Hongkong and Kowloon Wharf and Godown Co., Limited.

Consignees of Cargo from SINGAPORE and PENANG are requested to take IMMEDIATE DELIVERY of their Goods from alongside.

Any Cargo impeding the discharge of the vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance will be effected. Bills of Lading will be countersigned by DAVID SASSOON & Co., LIMITED, Agents.

Hongkong, 10th December, 1902. [1353d]

Auctions.

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, SATURDAY, the 13th December, 1902, at 11 A.M., at their

SALES ROOMS, 20, Des Voeux Road, 25 Cases of JAPANESE BEER.

75 " PORT WINE.

75 " MISTELA BLANCA (White Wine).

50 " MISTELA CLARETE (Claret).

Also: 60 Cases COTCH WHISKY.

(All the Spanish Wines have been analysed and tested chemically by A. STANLEY, M.D., D.P.H. (Shanghai). TERMS:—As usual.

HUGHES & HOUGH, Auctioneers.

Hongkong, 10th December, 1902. [1350d]

PUBLIC AUCTION.

THE Undersigned have received instructions to Sell by PUBLIC AUCTION, FOR ACCOUNT OF THE CONCERNED, on SATURDAY, the 13th December, 1902, at 2.30 P.M., at their

SALES ROOMS, No. 20, Des Voeux Road, AN ASSORTMENT OF VALUABLE JEWELLERY,

Comprising:—DIAMOND BROOCHES and RINGS, GOLD BRACELETS, CROSSES, RINGS, SCARF PINS, PEARL RINGS;

Also: 6 Dozens of DIAMOND RINGS at \$15.00 up to \$150.00 each;

AND A Quantity of DIAMOND BROOCHES at \$15.00 to \$300.00 each.

Catalogues will be issued.

HUGHES & HOUGH, Auctioneers.

Hongkong, 9th December, 1902. [1332d]

Masonic.

PERSEVERANCE LODGE OF HONGKONG, No. 1,165.

A REGULAR MEETING of the above LODGE will be held in the FREE-MASONS' HALL, Zetland Street, on TUESDAY, the 16th instant, at 5 for 5.30 p.m. precisely.

Visiting Brethren are cordially invited to attend. Hongkong, 10th December, 1902. [1352d]

Intimations.

THE STEAM LAUNDRY COMPANY, LIMITED.

WORKS—Causeway Bay (adjoining Kennedy's Stables).

TOWN DEPOT—2, Beaconsfield Arcade (Alleyway).

ALL work is done under European supervision, and the objectionable practices, common to Chinese laundries, of damping from the mouth and sleeping on the clothes are not permitted. Collection and delivery at private residences. Monthly Terms quoted for Gentlemen. Special terms to families on application to—

F. G. ALLEN, Manager.

Hongkong, 6th December, 1902. [1308d]

CORONATION CELEBRATION FUND.

NOTICE is hereby given that ALL ACCOUNTS in connection with the above must be presented to the Undersigned on or before WEDNESDAY, the 17th instant.

J. R. M. SMITH, Hon. Treasurer.

Hongkong, 3rd December, 1902. [1324d]

THE DAIRY FARM CO., LIMITED.

HAVING just received a New Consignment of FRESH AUSTRALIAN CREAMERY BUTTER, the Company is now prepared to supply Customers as before. Price: 90 cents per lb.

Hongkong, 2nd December, 1902. [1295d]

TUBORG BEER.

A FIRST CLASS PILSENER BEER guaranteed free from Salicylic Acid, and any other Chemicals.

PRICE 5/6 per case of 48 bottles (quarts.) Special Prices for Quantities.

Sole Agents—SIEMSEN & CO.

Hongkong, 20th May, 1902. [1595d]

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THE COLLISION OFF PULAU PISANG.

MANY LIVES LOST.

The *Singapore Free Press* of the 1st inst. contains the following account of the recent disaster:—

News of another serious shipping disaster was brought to town early this morning, the vessels concerned being the *Klan Yang* owned by Khoo Tiong Pan and the *Boon San* owned by the Opium Farmer. Details of the occurrence were at first very vague and very contradictory, the generally accepted story being that the vessels had collided near Pulau Pisang light and that the *Klan Yang* had sunk, many lives being lost.

The *Klan Yang* was a boat of seventy tons net and one hundred and twenty gross, she was built of wood at Hongkong in 1891, and was 110 ft by 18 ft by 7 ft. She was of 15 horse power and was commanded by Captain Chopard, who had a crew of 31 natives. It was impossible to obtain definite details of the collision at first, but Mr. Rodriguez, engineer of the *Klan Yang*, who lives in Singapore, made his report to the Harbour Master this morning. It appeared from the news available that the *Klan Yang* cleared from Muar at five o'clock on Saturday on her usual run to Singapore, and about one o'clock on Sunday morning she was run into by the *Boon San* and was so seriously injured that

she sank in a few minutes. A fireman of the *Klan Yang* with the chin-chew and another man jumped when they saw their ship was sinking, and got safely on board the *Boon San*. The latter boat, which is commanded by a native skipper, then cleared off according to the early accounts, and steamed for Johore. There had been time, however, for a boat to be got away from the sinking ship, and in this about 22 of the passengers and crew including Mr. Rodriguez were crowded, and eventually landed safely at Johore. Of the fate of the rest of the passengers an crew, about 55 persons all told, and Capt. Chopard, nothing could at first be learned. The *Boon San*, which is of about 90 tons burden and is manned and commanded by natives, trades in opium from Johore, up and down the coast, and belongs to the Opium Farmer.

THE "FARFALLA" EFFECTS A RESCUE.

The s.s. *Farfalla* (Gagliano & Co.) arrived here from Muar this morning about ten o'clock, and as it was expected that she would bring some news of the wreck, considerable interest was aroused. It appeared, however, that although she had passed within eight miles of Pulau Pisang light and had picked up a Chinaman, she had seen nothing of the wreck. Capt. Taylor reported that when about eight miles WNW from the light on the night of Sunday he was hailed from the water and on investigation a man was seen clinging to a broken life buoy in the water. He was got on board and as far as could be ascertained from his disjointed account, the *Klan Yang* had been run down suddenly, had sunk almost immediately, and the other steamer had gone off when the accident occurred. The spot, where the man was saved was thirty miles distant from the scene of the accident, and the time he was picked up was nearly twenty-three hours after he had been thrown into the water. The man had a lucky escape from drowning, but he could give no information as regarded the fate of the rest of the ship's company or passengers. Captain Chopard is well known in Singapore where his wife and family reside. He was getting up in years and had been

ailing somewhat of late. The absence of definite news concerning his fate is particularly distressing.

THE STORY OF DISASTER.

Mr. S. J. Rodriguez, the chief engineer of the *Klan Yang* in an interview with one of our representatives stated that the ship left Muar at 5 p.m., on Saturday, and all went well till about 1 a.m. on Sunday when the collision occurred. He had just been relieved and had turned in, when he heard a frightful crash and on rushing up on deck he found the *Klan Yang* had been run into by another vessel on her starboard bow. There ensued great confusion, the passengers, of whom there were fifty, were panic-stricken and rushed wildly about the deck. Capt. Chopard ordered the boats to be lowered, (the *Klan Yang* only carried two). The port boat was lowered and Mr. Rodriguez, the Chin-chew, 11 of the crew and 9 Chinese passengers got into it and at once shoved off from the ship, fearing the boat would be swamped by too many crowding in it, in its already dangerously overloaded state. Scarcely had they got clear from the ship's side than she gave a roll, and foundered by the head, the whole disaster having occurred in

LESS THAN FIVE MINUTES.

They remained near the spot for some time after the accident and heard the cries of the drowning passengers and crew, but it was too dark to be able to pick anyone up. Mr. Rodriguez then gave orders to make for Pulau Pisang Light, where he could be seen in the distance and the heavily laden boat moved by the only two oars found in it, made a laborious voyage to this island, which was reached at daybreak. On landing Mr. Rodriguez discovered a vessel beached on the further side of the island, and on going out to it found the vessel to be the steamer *Boon San* the one which had collided with the *Klan Yang*. The *Boon San* did not appear to be much damaged, her bows only being stove in. Three of the crew of the ill-fated *Klan Yang* were found on the *Boon San*, they being the native second engineer, a fireman, and a coolie who had jumped on board the *Boon San* when she was alongside the *Klan Yang* after the collision. On Sunday morning the native Captain of the *Boon San* set to work to repair his ship and get her off the beach, and after jettisoning all the cargo forward and caulking the seams he reversed engines and she came off easily, and then

steamed slowly to Johore, where they arrived at noon yesterday and went alongside the wharf, where she now lies. Mr. Rodriguez then crossed to Kranji with the survivors, 26 in all, and came into Singapore in rickshas and on arrival here immediately reported the accident to his owners. At the time of the accident the *Klan Yang* was carrying about 30 passengers. Amongst them were the members of a travelling *Wayang*, which included a number of children among its actors. Thus with the 12 men composing the crew a total was made up of 82 souls. Out of these 22 were saved in the boat, three jumped on the *Boon San* and one was picked up, 36 were found to be missing.

NO TIME TO ACT. Mr. Rodriguez did not think it would have been possible to have lowered the other boat, nor would it have held half the number missing. Captain Chopard was last seen on the bridge of his vessel sounding the whistle in hopes of attracting attention to the critical condition of his vessel. It will thus be seen that with the one man picked up by the s.s. *Farfalla* all 36 men have been saved. The lights on

the *Klan Yang* are said to have been burning clearly at the time of the accident and the rescued men state the *Boon San* failed to stand by and help in rescuing the passengers and crew of the sinking ship.

RESCUED BY THE "HVE LEONG."

Late this afternoon the Straits Steamship Coy. received a telegram from the Captain of *Hve Leong* at Port Dickson stating that he had picked up 25 survivors of the ill-fated *Klan Yang*. The rescued men were clinging to a number of boxes, etc. which belonged to the travelling *Wayang* and which were placed loosely on the deck.

With this further rescue there are now still 31 of the passengers and crew missing.

FRENCH LINE ON PACIFIC.

NEW SERVICE FROM SYDNEY TO SAN FRANCISCO.

Following the news announcement in these columns of the plan of the Messageries Maritimes to the Pacific coast of the United States, some details of negotiations to that end are at hand. The company's purpose is to seek part of the trade between the Pacific coast, the Hawaiian islands, Australia, the Far East and Europe. New Caledonia and Tahiti also will be on the route proposed. From Honolulu it is learned that the French Consul at that port has been advised officially that the sailings are promised within a month or so.

The Messageries Maritimes has one of the largest fleets sailing between European, Australian and Asiatic ports. It was founded in 1821, and ten years later obtained the French-India and China mail contract. It has sixty-two vessels, and a total tonnage of nearly a quarter of a million. It also has a service down the west coast of Africa, besides one covering the whole Mediterranean sea and the Black Sea.

The line which it is proposed to extend to San Francisco now runs between Marseilles and Sydney, Australia. The service will be monthly at the start, and will be made more frequent if the trade demands it. The vessels will touch at New Caledonia and Tahiti on their trips each way. A statement from Honolulu is that the French mail contract, now held by the Oceanic Steamship Company for the Tahiti mail, will be transferred to the new line by the French Government. This, with the regular profits from the ordinary trade, it is believed, will make the venture profitable from the outset.

The Messageries Maritimes also, it is said, will break the rates now obtaining between Pacific ports, and the people of Hawaii are hopeful that this will be the fact. At present, there are three or four lines between American and Asiatic and Australian ports, which touch at Honolulu, but these have an agreement by which passenger and freight rates are kept up, and passage to Honolulu costs about as much as one across the Atlantic. The new French line, it is expected, will enter into strict competition with the American and Oriental lines, and the Hawaiians believe they will get a different set of rates. The trade between the coast and the islands is now in the hands of the Oceanic, the Pacific Mail and the Canadian-Australia steamship companies, the Orient and Occidental and the Toyo Kisen Kaisha being kept out of business by the American coasting laws. The French line also will be kept from competing for business between San Francisco and Hawaii by the same laws, but it can compete for trade between Hawaii and the other ports and between San Francisco and any foreign port.

YOU WILL NOT BE DECEIVED.

That there are cheats and frauds in plenty everybody knows; but it is seldom or never that any large business house is guilty of them, no matter what line of trade it follows. There can be no permanent success of any kind based on dishonesty or deception. There never was, and never will be. The men who try that are simply fools and soon come to grief—as they deserve. Now many persons are, nevertheless, afraid to buy certain advertised articles lest they be humbugged and defuded; especially are they slow to place confidence in published statements of the merits of medicines. The effective remedy known as

WAMPOL'S PREPARATION

is as safe and genuine an article to purchase as flour, silk or cotton goods from the mills of manufacturers with a world-wide reputation. We could not afford to exaggerate its qualities or misrepresent it in the least; and it is not necessary. It is palatable as honey and contains the nutritive and curative properties of Pure Cod Liver Oil, extracted by us from fresh cod livers, combined with the Compound Syrup of Hypophosphites and the Extracts of Malt and Wild Cherry; and how valuable such a blending of these important medicinal agents must be plain to everybody. It is beyond price in Anemia, Scrofula, Weakness and lack of Nervous Tone, Wasting Diseases, Bronchitis, La Grippe, Lung Troubles and Impurities of the Blood. Science can furnish nothing better—perhaps nothing so good. Dr. W. H. Dalfé, of Canada, says: "I have used it in my practice and take pleasure in recommending it as a valuable tonic and reconstructive." It is a remedy that can afford to appeal to its record and represents the science and knowledge of bright and aggressive medical investigation. Effective from the first dose. "You cannot be disappointed in it." Like all good things it is imitated. Sold by chemists throughout the world and A. S. Watson & Co., Limited.

Intimations.

ST. JOSEPH'S COLLEGE, HONGKONG.

OWING to the insufficiency of accommodation in the present building and the increasing demand for admission, it has been found necessary to extend the wings of the main building and to enlarge the Chinese department by an additional storey with two wings. The estimated cost will amount to over \$15,000. To cover these expenses we Appeal to the liberality of all friends of Education. The establishment has been in existence for the last 25 years and is open to all classes. Much of the clerical work of the city is carried on by its past pupils. As this is the first time we have applied for assistance we expect a generous response. The names of our most liberal Benefactors will be inscribed upon marble tablets, as a lasting testimony of their generosity. THE CHRISTIAN BROTHERS, 11, Murray Street, November, 1902.

AN APPEAL.

THE SUPERIORESS of the ITALIAN CONVENT, CAINE ROYD, begs most respectfully to APPEAL to the Residents of Hongkong and the Coast Ports, for their kind patronage and support, and desires to state that she will be pleased to receive orders for all kinds of NEEDLE WORK.

Gentlemen's Shirts made to order, and Cuffs and Collars renewed on old ones. Ladies and Children's Under-clothing Children's Dresses, and all kinds of Embroidery. Materials can be supplied, if required. The Superioress will also be most grateful for any PAPER or old ENVELOPES to be made into books for the Children of the Poor Schools, who are taught by the Sisters. Hongkong, 12nd April, 1902.

Sails.

NIPPON YUSEN KAISHA.

(THE JAPAN MAIL STEAMSHIP COMPANY.)



PROJECTED SAILINGS FROM HONGKONG.—SUBJECT TO ALTERATION.

STEAMERS.	DESTINATIONS.	SAILING DATES.
KANAGAWA-MARU..... J. MacKenzie.	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SATURDAY, 13th Dec., at Daylight.
TAMBA MARU..... J. W. Wale.	NAGASAKI, KOBE and YOKOHAMA.	TUESDAY, 16th Dec., at Daylight.
KINSHU MARU..... F. L. Pyne.	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 16th Dec., at 4 P.M.
SADO MARU..... S. J. G. Parsons.	MARSEILLES, LONDON & ANTWERP, VIA SINGAPORE, PENANG, COLOMBO AND PORT SAID.	SATURDAY, 27th Dec., at Daylight.
YAWATA MARU..... A. E. Moses.	NAGASAKI, KOBE and YOKOHAMA.	SATURDAY, 27th Dec., at Noon.
SHIMANO MARU..... M. J. Curnow.	VICTORIA, B.C. and SEATTLE, U.S.A., VIA SHANGHAI, NAGASAKI, MOJI, KOBE and YOKOHAMA.	TUESDAY, 30th Dec., at 4 P.M.
KUMANO MARU..... E. W. Haswell.	SYDNEY and MELBOURNE, VIA THURSDAY ISLAND, TOWNSVILLE and BRISBANE.	THURSDAY, 1st January, at 4 P.M.
SANUKI MARU..... W. Townsend.	KOBE and YOKOHAMA.	FRIDAY, 2nd January, at Daylight.
BOMBAY MARU.....	BOMBAY, VIA SINGAPORE and COLOMBO.	FRIDAY, 2nd Jan., at Noon.

Through Passenger Tickets issued for the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN RAILWAY and Atlantic Steamers. Round-the-World Tickets also issued. Between Moji and Kobe, 1st and 2nd Class Through Passengers have the Option of Travelling by the Sanyo Railway. For further information as to Freight, Passage, Sailings, &c., apply at the Company's Local Branch Office in Prince's Building, 1st Floor, Chater Road.

A. S. MIHARA, Manager.

Hongkong, 6th December, 1902.

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

NOTICE.

STEAM FOR SAIGON, SINGAPORE, BATAVIA, COLOMBO, PONDICHERY, MADRAS, CALCUTTA, DJIBOUTI, EGYPT, MARSEILLES, MEDITERRANEAN AND BLACK SEA PORTS, LONDON, HAVRE, BORDEAUX.

PORTS OF BRAZIL AND RIVER PLATE.

ON MONDAY, the 15th December, 1902, at 1 P.M., the Company's Steamship "INDUS," Captain Duchateau, with Mails, Passengers, Specie and Cargo, will leave this Port for MARSEILLES, via Ports of Call, WITHOUT TRANSHIPMENT.

Cargo and Specie will be registered for Landed as well as for Marseilles, and accepted in transit through Marseilles for the principal places of Europe.

Shipping Orders will be granted till Noon. Cargo will be received on-board until 4 P.M. Specie and Parcels until 3 P.M., on the 14th instant. (Parcels are not to be sent on board; they must be left at the Agency's Office.) Contents and Value of Packages are required.

For further Particulars, apply at the Company's Office.

G. DE CHAMPEAUX, Agent.

Hongkong, 2nd December, 1902. [1002]

NORTHERN PACIFIC STEAMSHIP COMPANY.

BOSTON STEAMSHIP COMPANY.

BOSTON TOW-BOAT COMPANY.

PROPOSED SAILINGS FROM HONGKONG, VIA SHANGHAI, INLAND SEA OF JAPAN, KOBE AND YOKOHAMA, FOR VICTORIA, B.C. AND TACOMA, IN CONNECTION WITH NORTHERN PACIFIC RAILWAY COMPANY.

Steamers.	Captains.	Tons.	1902-03
Tacoma.....	A. Dixon.....	2,811	Dec. 17
Trenton.....	9,666	Dec. 30
Victoria.....	J. Pantou.....	3,502	Jan. 3

Steamers marked (*) have no passenger accommodation. The attention of passengers is directed to the very cheap rates offered by this line to the Pacific Coast and to the Interior and Eastern Cities of the United States and to Europe.

Special rates allowed to members of Government Services. Through Bills of Lading issued to Pacific Coast Ports and to the Principal Cities in the United States and Canada.

For further Information as to Freight or Passage, apply to DODWELL & CO., LIMITED, General Agents.

Hongkong, 24th November, 1902. [874d]

GRIMAULT'S SYRUP

HYPO-PHOSPHITE OF LIME

FOR DISEASES OF THE CHEST.

All suffering from Catarrh, Consumption, Obsolete Coughs or Colds and those affected with diseases of the Chest, Lungs and Bronchial Tubes, should take GRIMAULT'S SYRUP HYPO-PHOSPHITE OF LIME.

Prescribed by the leading medical authorities in all countries for the last twenty-five years with the greatest success, it continues to retain its reputation where all other medicines have failed.

Grimault's Syrup immediately arrests the Cough, Spitting of blood and Night sweats, and the Appetite improves rapidly—a fact demonstrated by an increase of weight and healthy appearance.

Grimault's Syrup has a rose colour, and is sold in flat oval bottles. Beware of imitations.

GRIMAULT & Co, Paris, Sold by all Chemists.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR TRAIITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

"BENGAL" Captain A. L. Valentini, carrying His Majesty's Mails, will be despatched from this for BOMBAY, on SATURDAY, the 20th instant, at Noon, taking Passengers and Cargo for the above Ports.

Silk and Valuable, all Cargo for France, India and London (under arrangement) will be transhipped at Colombo into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay with Transshipment.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars, apply to E. A. HEWETT, Superintendent.

Hongkong, 6th December, 1902. [14]

To be Let.

TWO SPACIOUS GODOWNS—Nos. 95 and 96, PRAYA EAST.

TWO ROOMS above NEW VICTORIA HOTEL. Apply to—

H. N. MODY, Victoria Buildings, Hongkong, 4th December, 1902. [1328d]

TO LET.

"THE RETREAT," MOUNT KELLET. HOUSES at CAUSEWAY BAY, facing the Polo Ground.

No. 1, RIFLE TERRACE, GODOWNS at BOWRINGTON, Praya East. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 29th November, 1902. [1200c]

TO LET.

NO. 4, KNUITSFORD TERRACE—Kow LOON. Apply to

THE HONGKONG LAND INVESTMENT & AGENCY CO., LD. Hongkong, 21st November, 1902. [1251d]

TO LET.

SEVERAL NEWLY BUILT EUROPEAN HOUSES in LEIGHION HILL ROAD. Apply to

THE HONGKONG & KOWLOON LAND & LOAN CO., LD. No. 5, Queen's Road West, Hongkong, 20th October, 1902. [1104d]

TO LET.

MEIRION No. 2, the Peak, 6-Room House near the Flagstaff, from 15th October, 1902. Apply to

E. JONES HUGHES, Hongkong, 7th October, 1902. [1053d]

Insurance.

NORTH GERMAN FIRE INSURANCE COMPANY OF HAMBURG.

THE Undersigned AGENTS of the above Company are prepared to accept Fire, Class FOREIGN and CHINESE RISKS at CURRENT RATES.

SIEMSEN & Co, Hongkong, 18th May, 1901. [1]



MEMORY POINTS ABOUT SINGER SEWING MACHINES.

SIMPLE. STRONG. SILENT. SPEEDY. SOLD ON INSTALLMENTS AND FOR CASH.

WE make but one grade of product, admitted to be the best; hence attempts at imitation. WE deal directly with the people, through our own employees all over the world, selling 1,000,000 Machines annually.

IF YOU BUY A SINGER

YOU get an up-to-date Machine, built on honour, to wear a life-time. YOU get it for the Lowest Price at which such a machine can be furnished. YOU will receive careful instruction from a competent teacher at your home. YOU can obtain necessary accessories direct from the Company's offices. YOU will get prompt attention in any part of the world; our offices are everywhere, and we give careful attention to all customers, no matter where their machines may have been purchased. YOU will be dealing with the leading sewing machine manufacturers in the world, having an unequalled experience and an unrivalled reputation to maintain—the strongest guarantee of excellence and fair dealing.

THE SINGER MANUFACTURING COMPANY,

GENERAL OFFICE FOR CHINA:

18, BANK BUILDINGS, CORNER QUEEN'S ROAD AND WYNDHAM STREET, HONGKONG.

BRANCHES IN EVERY CITY IN THE WORLD AND AGENTS IN EVERY TOWN.

RETAIL OFFICES: 3A, WYNDHAM STREET, HONGKONG.

64, ELGIN ROAD, KOWLOON.

Announcements.

A. S. WATSON
AND CO., LTD.

ESTABLISHED 1840

WINE AND SPIRIT MERCHANTS.

BRANDY.

A.—HENNESSY'S OLD PALE	Per case of 12 bottles	Per bottle
RED CAPSULE	£20.00	\$1.80
B.—SUPERIOR VERY OLD		
COGNAC, RED CAPSULE	27.00	2.25
C.—VERY OLD LIQUEUR		
COGNAC	33.00	2.75
D.—HENNESSY'S FINEST		
VERY OLD LIQUEUR		
COGNAC, 1872 VINTAGE		
RED CAPSULE	40.00	3.50

OUR BRANDIES ARE GUARANTEED TO BE PURE COGNAC, the difference in price being merely a matter of age and vintage.

A. S. WATSON & Co., LIMITED,

The Hongkong Dispensary.

1st December, 1902.

TELEPHONE NO. 34.
CABLE ADDRESS: "ACHEE," HONGKONG.
A. B. C. CODE, 4TH EDITION.

ESTABLISHED 1859.

A CHEE & CO.,
祥利廣

17A, QUEEN'S ROAD.

FURNITURE DEALERS.

DRAWING-ROOM,
DINING-ROOM,
and BED-ROOM
FURNITURE.

ELECTRO-PLATED,
GLASS, and
CHINA WARES.

PASTEUR'S MICROBE-PROOF
FILTERS,
ROCHESTER LAMPS,
WHITE TURKISH TOWELS,
COUNTERPANES.

COOKING RANGES,
KITCHEN UTENSILS, and
HOUSEHOLD REQUISITES.

PHOTOGRAPHIC DEPARTMENT.

DEVELOPING and PRINTING
UNDERTAKEN for AMATEURS.
GOOD WORK.
PROMPT RETURN.

Hongkong, 8th July, 1902.

BAY VIEW HOTEL.

BEST BRANDS OF WINES AND
LIQUORS A SPECIALTY.

DINNERS and TIFFINS SERVED
ON SHORT NOTICE.

OYSTERS, STEAKS, CHOPS, &c.
AT ALL HOURS.

Messrs. J. H. DOWNS and
J. CHRISTIE,
Proprietors.

Hongkong, 8th December, 1902.

NOTICE.

All communications intended for publication in the "HONGKONG TELEGRAPH" should be addressed to the Editor, 1, Lee House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not be responsible for any rejected MS., nor to return any Contributions.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$30 per annum.

WEEKLY—\$13 per annum.

The rates per quarter and per month, proportional.

The daily issue is delivered free when the address is accessible to messenger. On copies sent by post an additional \$1.80 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 30 cents per quarter.

Single Copies Daily, ten cents; Weekly, twenty-five cents.

BIRTH.

On the 2nd inst., the wife of C. F. KEYWOT, Superintendent, Filter Beds, Singapore, of a son.

MARRIAGE.

At the Presbyterian Church, Singapore, on the 28th Nov., by the Rev. S. S. Walker, M.A., Miss ELIZABETH MCILLIAN, second daughter of J. MCILLIAN, Glasgow, to JOHN HUNTER SWANSON of Messrs. Howard Erskine, Ltd., Bangkok.

DEATHS.

On the 12th Nov., at Bombay, FREDERICK E. HOCKING, of Devonport, of the P. and O. s.s. *Oriental*, aged 22.

On the 26th November, at Chef-a, MARY TREADON CARL, Mother of FRANCIS A. CARL, Commissioner of Customs, aged 73 years.

The Hongkong Telegraph

HONGKONG, THURSDAY, DEC. 11, 1902.

THE CURRENCY QUESTION.

In our issue last evening we dwelt upon the question of the desirability of a gold standard, or of a silver standard, and reproduced some of the arguments from the report of Messrs. J. Graham and F. W. Barker, who have been investigating the matter so far as the Straits Settlements and the Federated Malay States are concerned.

Assuming that the change of currency, which would be simple and easily understood by the native, is adopted, the next question is to consider how such a form of currency can be brought about with the minimum of loss both to the Government and to individuals. The writers consider that the cost of effecting the change depends on the number of dollars which the Government would have to take up on conversion. It is almost impossible to estimate what this would amount to because (1) the number of dollars in circulation cannot be ascertained with any approach to accuracy, owing to the constant but unknown withdrawals to China, Siam, etc., and (2) because it would be impossible to entirely prevent speculative shipments, which will inevitably be made if it appears probable, that the conversion rate will be higher than the silver value of the dollar. Messrs. Graham and Barker opine that the most feasible method would be the following:—

(1) On a certain date the Government, having prepared a large supply of new notes of various denominations, including notes for one dollar, should issue a proclamation simultaneously all over the Colony and the F. M. S. demonstrating the British and Mexican dollars as from another date, say five months ahead. For six months from the date of the proclamation these dollars would be received at the Treasury, at all Government offices where taxes are payable, and at such other places as may be found convenient (arrangements could doubtless be made with the banks), and notes in the new currency given in exchange at the conversion rate, which should be approximately the rate of the proclamation, or very slightly over that rate. Thus, supposing the conversion rate were 1/8, everyone bringing twelve dollars to the Treasury would receive ten florins, or one pound. If the conversion rate were 1/6, twelve dollars would purchase nine florins.

(2) Local monetary transactions would have to be conducted to a great extent during the period of conversion, and in the meantime, immediately after the proclamation, the Government would set about the manufacture of the new coinage, and as soon as it was ready could redeem all notes presented. Until the new coinage was ready the liability of the Government to redeem their notes in coin would have to be suspended.

(3) From the date of the proclamation the importation of dollars would be prohibited, shipments already afloat and contracts already entered into excepted, the Banks and others being required to furnish declaration of contracts the bona fides of shipments would be proved by date of bills of lading.

It is estimated that the total importations of British dollars into the Straits Settlements now aggregate \$300,000,000.

(4) An ordinance should be passed, at one sitting, making all debts in dollars recoverable in the new currency, at the conversion rate.

(5) The new currency, including the new Government notes, should be legal tender from the date of the proclamation, and the British and the Mexican dollars would remain legal tender at the conversion rate up to the date of demonetisation. This for public convenience, and to avoid, as far as possible, a short supply of coin during the conversion period.

(6) The present note issue, and the subsidiary coinage, excepting the copper, which would fit into the new currency, would have to be called in at the conversion rate, but no time limit need be imposed in their case.

(7) A high limit, or no limit at all, should be fixed for the maximum legal tender in florins and Government notes. This would tend to minimise the drain on the gold reserve.

ASK FOR ASAHI JAPANESE BEER.

A. G. Gault.

and further, the more florins or other tokens go into circulation the greater the profit to Government.

When the operation is concluded the Government would, of course, have a large stock of silver on hand on which it would probably make a loss, but in order to minimise the loss as much as possible the silver might be sold forward as collected, reserving enough for at least the first year's issue of the token coinage.

In order to finance the operation and provide the gold reserve, they think it will be necessary to raise a gold loan, which should be done immediately after the issue of the proclamation. This loan should be apportioned between the Straits and F. M. S. Government and of a temporary nature for, say, one year. If the suggested "florin" were made the same weight as the British florin the profit on the token coinage would be about 150%. If a large coin were decided on as suggested by the Sub-Committee of the Singapore Chamber of Commerce in 1897, the profit would be about 100%. In either case the profit on the first year's issue, to replace the called-in dollars, would be a very handsome sum. This sum, plus the proceeds of the sale of the surplus stock of silver, would be available for the following purposes:—

(1) To wipe out the loss on conversion (i.e. the difference between the conversion rate and the proceeds of sale of the dollars); (2) To pay one year's interest on temporary loan; (3) To repay part, or if possible, the whole of the loan. If the sum available was insufficient to pay off the whole loan the balance would have to be converted into a permanent loan, the interest and charges on which would probably be about met by the profit on subsequent issues of token currency.

With a token currency there is always the danger of quantities of false coin being put into circulation. All the gold currency countries, however, use silver tokens of much lower intrinsic value than the value they represent, and, with the possible exception of Java, they seem to be able to keep down the manufacture of false coin. They consider there is no reason why the Straits Settlements could not do the same and in this connection suggest that inquiry might be made as to whether modern metallurgical science could not devise an alloy which the coiner would find it difficult, if not impossible, to manufacture. Of course new currency notes should be distinctive, both in form and design, from the present notes, and the various denominations should be clearly differentiated from each other by means of their colouring, as in the case of postage stamps. This scheme, they conclude, it is suggested is free from the objections there were to that put forward by the Sub-Committee of the Singapore Chamber of Commerce in 1897.

LOCAL AND GENERAL.

THE KOWLOON FIRE BRIGADE yesterday turned out to no less than three fires. The only serious outbreak, however, was that reported in our last issue.

RUSKIN'S SEVEN LAMPS.—It is reported, that J. Pierpont Morgan has bought the manuscript of Ruskin's *Seven Lamps of Architecture* for \$25,000 gold.

THE HOTEL ROBBERY.—The two beach-combers, arrested in connection with stealing from the Connaught House Hotel, have been sentenced to two months' imprisonment.

THE LIGHTING OF MACAO by electricity is again receiving consideration at the hands of the Municipal Council of that city. It is understood that the local firm of Messrs. Shewan, Tomes and Co. are in negotiation with the authorities to install a lighting plant for the Portuguese colony.

STABBING AFFAIR.—A marine sergeant of the U.S.S. *Kentucky* was charged with stabbing a member of the U.S.S. *New Orleans* outside of the New Travellers Hotel. It is said that the accused was intoxicated at the time, and during a quarrel drew a clasp-knife and stabbed the man in the thigh, necessitating his removal to hospital. The case was adjourned.

FIVE THOUSAND DOLLARS' LOSS.—While Detective-Sergeant Kerr was going his usual rounds during the beginning of the month he discovered, in No. 28, of the Kowloon Godown, thirty cases of caps, the property of the Tam Tam ammunition shop, No. 350 Queen's Road, West. The master of the shop was arrested and brought before Mr. Kemp, who fined him only \$1 having regard to the value of the ammunition, which was about \$5,000; and was confiscated to the crown.

DISCOVERY OF A CENTURY-OLD WRECK.—The frigate *Anson*, of the British Navy, which was lost in 1807, was last month discovered lying in four fathoms of water off Love Bar, Penance. Seven brass and several iron guns were found on deck, and with the exception of the hammer, the ship is intact. The discovery was due to some fishermen, who pointed out a dark object under water to the captain of a steamer belonging to the West of England Salvage Company. The *Anson* took part in Rodney's victory in 1782, destroyed ten Spanish gunboats and a battery in 1806, and in 1807 was at the capture of the island of Curaçoa.

ASK FOR ASAHI JAPANESE BEER.

A. G. Gault.

ENGLISH MAILS.—The *China Mail* has been delayed there for the past twenty days. Messrs. J. R. Matheson & Co. have been importing very large quantities of rice and all the storage room was soon filled. Several cargoes of rice had to be stored in mats and against the walls of the godown. On Saturday night rain fell heavily and a large quantity of the grain was damaged. The local comprador of the firm has passed the examination for the Second Degree, and celebrated the occasion in a fitting manner.

SWATOW ITEMS.—Our correspondent at Swatow, writing on the 8th inst., says that the *Tan Yang* has been delayed there for the past twenty days. Messrs. J. R. Matheson & Co. have been importing very large quantities of rice and all the storage room was soon filled. Several cargoes of rice had to be stored in mats and against the walls of the godown. On Saturday night rain fell heavily and a large quantity of the grain was damaged. The local comprador of the firm has passed the examination for the Second Degree, and celebrated the occasion in a fitting manner.

KING EDWARD HOTEL.—By kind permission of Lieut.-Col. Burns and officers of the 10th Bombay Light Infantry, the Band of the Regiment during dinner at the above Hotel on Friday evening, the 12th inst., from 7.30 to 9 o'clock.

PROGRAMME.

1. A. Fraunceaux
2. Venetian Song
3. Song Girl
4. From an old
5. Souvenir d'Alsace
6. Happy Barbecue

THAT MYSTERIOUS THIBETAN RAILWAY.—A Chengfu letter to the *Sin Wan Pao* says that the Viceroy Tsen Chunhsuen of Szechuen has received a telegraphic message from Yu Kang, the Imperial Resident (Amban) in Lhasa, Tibet, to the effect that the construction of the railway between Southern Tibet and Chukotora (?) via the Mount Si-yai-lin, has already been commenced. No where can we get the least inkling as to who are the constructors of this mysterious alleged railway which has been mentioned several times of late in 'heng Kungpaos organ no doubt with a well understood purpose.

THE LOUISIANA EXHIBITION.—The *Sin Wan Pao* gathers that several emperors and presidents have consented to visit the Louisiana Purchase Exhibition which will take place in 1904. When Commissioner Barrett was at Peking, he invited the Empress Dowager and the Emperor on behalf of the President of the United States to honour the Exhibition by their presence and lately Mrs. Coinger, wife of the United States Minister, personally extended a similar invitation to the Empress Dowager who generally declined explaining that she was far too old to make a distant journey, but requested that the United States Government be informed that though she will be unable to go herself, she will send a royal representative. It is said the Empress Dowager desires to appoint Prince Su as China's representative, but Tung Lu still holds that it is preferable to send Prince Chun.

SAIGON-HONGKONG TRADE.—Messrs. Craig, Taylor & Co. have launched from their shipbuilding yard, Thoinaby-on-Tees, a handsome modelled steel screw-steamer—the *Phu-yen*—of the following dimensions, viz.:—280 feet by 38 feet by 22 feet 3 inches moulded. She is of the spar-deck type with poop, bridge, and forecabin built to the highest class in Bureau Veritas under special survey. Her equipment includes patent direct steam winches, patent steam steering gear, four double-ported steam winches, large donkey boiler, screw gear, and all the latest improvements. The accommodation for captain, saloon passengers, &c., is neatly fitted up in central dock-house, the engineers' and officers' accommodation being in deckhouse alongside engine casing. The machinery has been constructed by the North-Eastern Marine Engineering Company (Limited), Sunderland, the cylinders being 20 3/4 and 54 inches in diameter by 39 inches stroke, two large steel boilers working at 180 lbs. pressure. This vessel has been built to the order of the Compagnie Francaise de Cabotage des Mers de Chine, and is intended for the Saigon-Hongkong run.

P. & O.—We are in receipt of a useful pocket diary and almanac from the local agency of the Peninsula and Oriental Steam Navigation Company. Souvenirs of this description are eagerly sought after by tourists and other deep sea wayfarers. Facing the title page is a most artistic steel engraving of the *Peristia*, an 8,000 Bombay Toner, which has four sister ships, the *China*, *Egypt*, *India* and *Arabia*. The book contains much useful information such as, mail dates, sea distances, comparison of time, the navies of great powers, growth of population, trade, railways and shipping; area, population, and trade statistics of principal Eastern possessions; table showing the progress of Australasia during quarter of a century; high water table; thermometer comparisons; calendar; atlas; and a coloured plate of the flags of different nations. All that seems to be lacking in the production of this almost indispensable travelling companion is the defeat of old P. & O. motto *Qui Separabit*, a challenge which many have accepted only to be defeated. The P. & O. is still the leading mail line to Egypt, India, China, Japan and Australasia.

ASK FOR ASAHI JAPANESE BEER.

A. G. Gault.

MARINE ENGINEERS AND THEIR PAY.—An adjourned special meeting of the Engineers' Association has been held at the Marine Club, Singapore, to discuss the all absorbing question of pay. There was a good attendance, and the general conclusion arrived at was that matters at present are in a satisfactory state. It was resolved that some fixed standard of exchange must be adopted, and that all owners of vessels on which foreign engineers are employed should be notified of this resolution, with a view to some mutually satisfactory and amicable arrangement being arrived at.

HONGKONG REGATTA, 1902.

Although the weather the last few days has not proved propitious, not much can be said against it with the conditions favouring the Regatta of 1902. Towards the afternoon the sky, which had been threatening the whole morning, made a change for the better, and towards the latter part of the evening no better weather could be desired. The *Daylight*, gaily dressed with bunting, proved an admirable flagship, and with her spacious decks gave ample room for the spectators to view the proceedings. In addition to the perfect arrangements, a raised bamboo erection was constructed on the deck. The ladies mustered up in strong force on both days, and received the best of attentions. The officials worked like Trojans to make his annual fixture a success, and special credit is due to Mr. F. W. White, the Hon. Sec., Mr. W. Hutton Potts, starter, Mr. Geo. P. Lammert, the timekeeper, Mr. A. Chapman and Mr. E. W. Mitchell.

On both days, the Band of the 33rd Burma Regiment discoursed some very excellent music.

During the evening, the prizes exhibited on the poop deck elicited general admiration. There were no less than forty-two prizes, which included large silver rose bowl, punch bowl, and the magnificent cup to be won by annual International competition. We may mention that the prizes this year are far more valuable than those in former years, and the committee in charge of their selection are to be highly congratulated.

At the conclusion of the regatta, the prizes were presented to the lucky recipients by Miss Goodman.

The following are the results of yesterday's races, which arrived at this office after we had gone to press:—

6th Race.—3.30 p.m. Men-of-War's Cutters.—The boats to be approved and handicapped if necessary by the Committee. Distance, One Mile. Time allowed for oars; 8 seconds per oar. Four Boats must start for two Prizes. Entrance, \$1. First Prize, \$75; Second Prize, \$5; (Post entries). Service oars and conditions.

Only one boat competed for this race, viz., the cutter of H.M.S. *Ocean*, whose crew rowed over the course, and was awarded the prize.

7th Race.—Sculling Championship.—Distance one-mile. Open to amateurs in the East. After a very exciting race, Mr. Kohler proved the victor.

8th Race.—4 p.m. Victoria Recreation Club, Chairman's Challenge Cup.—For Four-oars. Cup to be held by the winning crew for one year, but to remain the property of the Club. Distance, One Mile. Entrance, \$10. To be rowed in Boats the property of the Victoria Recreation Club. The winning boat got away at the start, and, although challenged by A. A. Alves's crew, kept a plucky lead all the way. Time, 7 min. 59 sec.

9th Race.—4.30 p.m. Snake Boats.—Open to Chinese Snake Boats. Distance, One-mile. 1st prize, \$10; 2nd prize, \$5. Eight boats to start for 2 prizes.

1st Station No. 7, Yau Ho.....Yellow and Black.
do. 1, Wing Mow.....Red.
do. 2, Foo Ki.....Yellow.
do. 3, Mow Yuen.....Green.
do. 4, Tai Hing Chau.....Black.
do. 5, Li Tak.....White.
do. 6, Tin Po.....Red and White.
Seven boats competed for this race and some very good work was witnessed.

SECOND DAY.

1st Race.—1 p.m. Light Gigs.—Open to European Non-Commissioned Officers and Men of any Regiment or Corps of the Garrison or to European crews of any of H.M. Vessels or to European members of the Police Force. Entrance, \$1. Distance, One Mile. Boats to be approved by the Committee. Time allowance, 8 seconds per oar. Four boats must start for 2 Prizes. Winning crew of 1st race, 1st day, to be handicapped by the Committee. 1st Prize, \$5; 2nd Prize, \$10 (Post entries). Service oars and conditions. Three boats competed for this event, viz., crews from the *Gloria*, the *Torpedo Depot*, and *Tamar*. After a very close race, the crew from the *Gloria* won by two lengths.

2nd Race.—1.30 p.m. International Challenge Cup.—For Four-oars. Cup presented by the late J. S. Laprak, Esq., to be held by the Winning Crew for one year; but to remain the property of the Club. Distance, One Mile and a Half. Entrance, \$10. To be rowed in Boats the property of the Victoria Recreation Club and Hongkong Boat Club.

Station No. 1.
Bow...F. D. Bain.....
do. P. S. Jameson.....
do. W. Armstrong.....
Stroke...J. Miller.....
do. F. W. White.....
do. F. C. Barlow.....
do. G. H. Edwards.....
do. C. McL. Messer.....
Stroke...H. L. Binyan.....
do. R. J. Grant.....

ENGLISH.
Station No. 2.
Bow...F. C. Barlow.....
do. G. H. Edwards.....
do. C. McL. Messer.....
Stroke...H. L. Binyan.....
do. R. J. Grant.....

ASK FOR ASAHI JAPANESE BEER.

A. G. Gault.

GERMAN.
Station No. 3.
Bow...C. König.....
do. G. E. Pappe.....
do. H. Brandes.....
Stroke...W. O. Köhler.....
do. H. W. P. Kennett.....
do. C. M. S. Alves.....
Portuguese.
Station No. 4.
Bow...F. M. Rosa Pereira.....
do. N. H. Alves.....
do. A. A. Alves.....
Stroke...A. E. Alves.....
do. C. M. S. Alves.....

Three faced the field, viz., the Scotch, English and German crews, the Portuguese not showing up at all. This race elicited keen interest. After a splendid tussle, the English team managed to secure the victory by two feet, with the Germans a good second. The winning crew was lustily cheered.

Time, 12 min. 8 sec. Owing to the indisposition of Mr. F. C. Barlow, his place was filled by Mr. G. H. Rubie.

3rd Race.—2 p.m. Brokers' Cup, Light Gigs (Double sculls). Open to members not rowing in the four-oared races. Distance, half-mile. Entrance, \$5. To be rowed in boats the property of the Victoria Recreation Club and Hongkong Boat Club.

JUBILEE.
Station No. 1.
Bow...A. M. Rosa Pereira, Jr.
Stroke...L. A. Musso
do. F. M. Rosa Pereira.....
POWERFUL.
Station No. 2.
Bow...J. M. Rosa Pereira.....
Stroke...A. V. Barros.....
do. A. J. V. Kibeiro.....

TERRIBLE.
Station No. 3.
Bow...H. W. Sayer.....
Stroke...S. A. Seth.....
do. F. W. White.....

Three boats competed for this event. After a very exciting race, the *Terrible* came in first, beating the *Jubilee* by one foot. The *Powerful* was a good third. Time for 3rd Race was 6 minutes 25 seconds. In 3rd Race Mr. H. A. Lammert, as Cox in place of F. W. White for the *Terrible* crew.

SANITARY BOARD.

A meeting of the Sanitary Board will be held to-morrow at 4.15 p.m., when the following agenda will be considered:—

ORDERS OF THE DAY.
Correspondence relative to the extermination of mosquitoes.

The Surveyor's Report for the third quarter of 1902.

Letter from the Hongkong Steam Laundry requesting a further extension to comply with a smoke nuisance notice.

Minute from the Medical Officer of Health relative to the registration of fat-boiling establishments.

Minute from the Medical Officer of Health recommending that proper channels and drains may be constructed in the Shek Tong Shui Market.

Application for the erection of fifteen water-closets at the Kowloon Dock.

Further correspondence relative to the provision of a back-yard for No. 1, Luder Street.

Mortality Statistics for this Colony for the week ended November 22nd, 1902.

Line-washing Return for the fortnight ended December 6th, 1902.

Rat Return for the fortnight ended December 8th, 1902.

NAVAL NOTES.

Admiral Evans, U.S.N., landed at Blake Pier and was received by a Guard of Honour, comprised of two companies of Sherwood Foresters, shortly after ten o'clock this morning. He afterwards paid a visit to Government House.

The British troopship *Clive* left for Taku yesterday evening.

The German gunboat *Iliss* left for Canton this morning.

THE WEATHER.

The following report is from Mr. F. C. Figg, Acting Director of the Hongkong Observatory:—

On the 11th at 11.5 a.m. The barometer has risen in NE. Japan, and over China, fallen over Loochoos.

A high pressure area lies over NE. Japan, and there is a depression to the E. of the Loochoos.

Strong monsoon along the China coast and over the N. part of the China Sea.

Forecast:—fresh N.E. winds; fair.

SHIPPING AND MAIL NEWS.

MAILS DUE.

French (*Laos*) 16th inst.
American (*Gaeltic*) 16th inst.
Indian (*Kunzing*) 16th inst.
Canadian (*Athenian*) 18th inst.
Canadian (*Empress of China*) 22nd inst.
American (*Hongkong Maru*) 23rd inst.
American (*China*) 31st inst.

Shipping—Steamers.

OCEAN STEAM SHIP CO., LIMITED.

FROM	OUTWARDS	STEAMERS	DUE
GLASGOW and LIVERPOOL		"TYDEUS"	On 13th December.
		"TELEMACHUS"	On 31st "
		"PROMETHEUS"	On 8th January.
		"PARRUS"	On 14th "
		"DIONED"	On 20th "
FOR	HOMEWARDS	STEAMERS	TO SAIL
LIVERPOOL DIRECT		"ALCINOUS"	On 15th December.
(Taking Cargo at London Rates)		"ULYSSES"	On 23rd December.
AMSTERDAM and LONDON		"PELEUS"	On 6th January.
LONDON		"ANTENOR"	On 20th January.
LIVERPOOL		"TYDEUS"	On 20th January.
(Taking Cargo at London Rates)			

For Freight, apply to

BUTTERFIELD & SWIRE,
Agents.

Hongkong, 8th December, 1902.

CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FROM	OUTWARDS	STEAMERS	DUE
GLASGOW and LIVERPOOL		"OORACK"	12th December.
		"NINGCHOW"	25th December.
		"PAKING"	22nd January.
		"CHINGWO"	3rd February.
FOR	HOMEWARDS	STEAMERS	TO SAIL
MARSEILLES, HAVRE, LONDON and		"TEENKAI"	20th December.
ANTWERP		"HYSON"	22nd December.
NAPLES, LEGHORN and LONDON		"OORACK"	16th January.
MARSEILLES, HAVRE & AMSTERDAM			

TRANS-PACIFIC SERVICE.

FOR	STEAMERS	TO SAIL
VANCOUVER, and all PACIFIC COAST		
POINTS via NAGASAKI, KOBE and		
YOKOHAMA	"NINGCHOW"	27th December.

For Freight, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th December, 1902.

CHINA NAVIGATION CO., LIMITED.

FOR	STEAMERS	TO SAIL
SHANGHAI	"WOOSUNG"	17th December.
CEBU and ILOILO	"KAIFONG"	18th "
AMOI, SAMARANG and SOERABAYA	"KWEIYANG"	22nd "
PORT DARWIN, THURSDAY Is.,		
COCKTOWN, CAIRNS, TOWNS,	"CHINGTU"	29th "
VILLE, BRISBANE, SYDNEY and		
MELBOURNE		

The Attention of Passengers is directed to the Superior Accommodation offered by these steamers, which are fitted throughout with Electric Light. A duly qualified Surgeon is aboard. Taking Cargo on through Bills of Lading to all Yangtze and Northern China Ports. Taking Cargo and Passengers at through Rates for all New Zealand and other Australian Ports.

See Special Advertisement.

For Freight or Passage, apply to

BUTTERFIELD & SWIRE,
AGENTS.

Hongkong, 11th December, 1902.

Hongkong-Manila.

Highest Class, newest, fastest and most luxurious Steamers between Hongkong and Manila.—Saloon amidships—Electric Light—Perfect Cuisine—Surgeon carried.—All the most up-to-date arrangements for comfort of Passengers.

CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
RUBI	2540	R. W. Almond	MANILA (DIRECT)	17th Dec., at Noon.
ZAFIRO	2540	R. W. Almond	Do.	24th Dec., at Noon.
DIAMANTE	1980	A. H. Nodley	Do.	Do.
PERLA	1980	J. McGinty	Do.	Do.

For Freight or Passage, apply to

SHEWAN, TOMES & CO.,
GENERAL MANAGERS.

Hongkong, 10th December, 1902.

PORTLAND & ASIATIC STEAMSHIP CO.

PROPOSED SAILINGS FROM HONGKONG VIA MOJI, KOBE AND YOKOHAMA.

PORTLAND OREGON,

OPERATING IN CONNECTION WITH

THE OREGON RAILROAD AND NAVIGATION COMPANY,

Steamship	Tons	Captain	To Sail
"INDRASAMHA"	5,197	R. P. Caven	Dec. 20, 1902.
"INDRAVELLI"	4,899	W. E. Craven	Jan. 14, 1903.
"INDRAPURA"	4,899	A. E. Hollingsworth	Do.

Through Bills of Lading issued to Pacific Coast Ports and all Eastern, Canadian and United States Ports. For through rates of Freight and further information, communicate with or apply to

ALLAN CAMERON, General Agent.

OSAKA SHOSEN KAISHA.

PROPOSED SAILINGS.—SUBJECT TO ALTERATIONS.

Destinations.	Steamers.	Captains.	Sailing Dates.
FOR TAMSUI	"DAIGI MARU"	T. W. Groves	SUNDAY, 14th December.
FOR FOCHOW	"ANPING MARU"	J. Goto	WEDNESDAY, 17th December.
FOR TAMSUI	"DAIJIN MARU"	T. Ogata	SUNDAY, 21st December.
FOR ANPING	"MAIDZURU MARU"	T. Saito	WEDNESDAY, 24th December.

Via Swatow and Amoy.

The Company's new steamers are specially designed for the coast trade of South China and Formosa, and are fitted with all modern improvements. Excellent accommodation is provided for 1st class passengers, and a duly qualified doctor is carried. All steamers carry the Imperial Japanese Mail, subject to periodical inspection by the Government Marine Surveyors, and are registered in the highest class at Lloyd's. Steamers will go alongside the Co's Pontoon at the Customs' water-front premises at Tamsui to land all passengers and cargo.

By the Co's steamers for Shanghai, through Bills of Lading issued for Cargo to Yangtze River Ports, as well as for North China Ports, in connection with the NIPPON YOKEN KAISHA's steamers from Shanghai.

For Freight, Passage and further Information, apply at the Co's Local Branch Office at No. 2, Des Vaux Road Central.

T. ARIMA, Manager.

Hongkong, 11th December, 1902.

Shipping.

STEAMERS.

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR MANILA.

THE Steamship

"EMPIRE."

Captain MacArthur, will be despatched as above TO-MORROW, the 12th instant, at Daylight. This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 11th December, 1902. [1341d]

EASTERN AND AUSTRALIAN STEAMSHIP COMPANY, LIMITED.

FOR SYDNEY AND MELBOURNE.

Calling at MANILA, PORT DARWIN, and QUEENSLAND PORTS, and taking through Cargo to ADELAIDE, NEW ZEALAND, TASMANIA, &c.

THE Steamship

"EMPIRE."

Captain MacArthur, will be despatched for the above Ports, TO-MORROW, the 12th instant, at Daylight. This New Steamer is specially fitted for Passengers, and has a Refrigerating Chamber, which ensures the supply of Fresh Provisions, Ice, &c., throughout the voyage. This Steamer is installed throughout with the Electric Light.

A Stewardess and a duly qualified Surgeon are carried. To assure the additional comfort of passengers the steamers of the Company have electric fans fitted in staterooms.

For Freight or Passage, apply to GIBB, LIVINGSTON & CO., Agents.

Hongkong, 11th December, 1902. [12701]

NAVIGAZIONE GENERALE ITALIANA, (Florida and Rubattino-United Companies).

STEAM FOR

BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to ADEN, SUET, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE, and SOUTH AMERICAN PORTS, up to CALLAO.

Taking Cargo at through Rates to PERSIAN GULF and BAGDAD, also BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.

THE Steamship

"CAPRI"

Captain Belsito, will be despatched as above on SATURDAY, the 13th instant, at Noon. At BOMBAY, the Steamer is discharging in VICTORIA DOCK.

For further Particulars regarding Freight and Passage, apply to CARLQWITZ & Co., Agents.

Hongkong, 8th December, 1902. [1313d]

COMPAGNIE DES MESSAGERIES MARITIMES.

PAQUEBOTS-POSTE FRANCAIS.

FOR SHANGHAI, NAGASAKI, KOBE AND YOKOHAMA.

THE Company's Steamship

"LAOS"

Captain Flaudin, will be despatched for the above Ports on or about MONDAY, the 15th instant.

For Freight or Passage, apply to G. H. CHAMPEAUX, Agent.

Hongkong, 9th December, 1902. [1024c]

AUSTRIAN LLOYD'S STEAM NAVIGATION COMPANY.

STEAM FOR

TRIESTE (DIRECT),

CALLING AT SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUET, AND PORT SAID.

(Taking Cargo at through rates to the "BRASILIA" to SOUTH AFRICA, PERSIAN GULF, RED SEA, BLACK SEA, LEVANT, VENICE and ADRIATIC PORTS).

THE Company's Steamship

"VINDOBONA"

Captain Cobil, will be despatched as above on THURSDAY, the 18th December, P.M. This Steamer has capital accommodation for passengers. Electric light and carries a doctor.

For information as to Passage and Freight apply to

SANDER, WIELER & Co., Agents.

Hongkong, 28th November, 1902. [1107d]

CHINA NAVIGATION CO., LTD.

HONGKONG TO SYDNEY AND MELBOURNE.

USUAL AUSTRALIAN PORTS OF CALL.

AVERAGE LENGTH OF VOYAGE TO SYDNEY 20 DAYS.

Saloon-Passengers carried at SPECIALLY REDUCED RATES, particulars of which can be obtained on application to the Undersigned.

NEXT SAILINGS.

Steamship	Leaves on
"CHINGTU"	29th Dec.
"TATYAL"	20th Jan.
"TAIYAL"	16th Feb.
"CHANGSHA"	7th Mar.

Superior accommodation amidships. Electric Light throughout. Fitted with Refrigerators which ensure a fresh supply of ice and provisions during the entire voyage. Duly qualified European Surgeon carried.

BUTTERFIELD & SWIRE, Agents, C. N. Co., Ltd.

782d]

Shipping.

STEAMERS.

TOYO KISEN KAISHA, (ORIENTAL S.S. CO.)

REGULAR SERVICE BETWEEN HONGKONG AND MANILA, IN 48 HOURS.

THE Company's well-known Steamship

"ROSETTA MARU."

Captain N. Tate, will be despatched hence for MANILA, on SATURDAY, the 13th instant, at Noon.

To be followed by

"ROHILLA MARU."

on or about 10th instant.

Magnificent accommodation. Comfortable cabins. Excellent table. Unrivalled speed. Electric light. Doctor and Stewardess carried.

For Freight or Passage, apply to THE MITSUI BUSSAN KAISHA, Agents.

Prince's Buildings, Ice House Street.

Hongkong, 8th December, 1902. [1189d]

Intimations.

B A Z A A R

POOR CHINESE ORPHANS.

OF THE

ASILE DE LA SAINTE ENFANCE.

Under the distinguished Patronage of Their Excellencies

Sir HENRY and Lady BLAKE.

THE FRENCH SISTERS have the honour to announce that their ANNUAL BAZAAR will be held at the CITY HALL, TO-MORROW, the 12th instant, at 2 o'clock in the afternoon.

They request the presence of the Community in order to inspect the different Needle and Fancy Works made by their Poor Orphans.

Hongkong, 8th December, 1902.

NOTICE.

THE BEST PREVENTIVE OF ALL INFECTIOUS DISEASES.

JAVES FLUID

SAVANTY SOFT SOAP

AVOID ALL RISK OF OUTBREAK BY ITS USE.

W. G. HUMPHREYS & Co., Bank Buildings.

Hongkong, 8th December, 1902.

SANG MOW.

DEALER IN:

Battan Furniture, Bamboo Blind and Matting of All Colours.

No. 45, Queen's Road Central.

Price Lists on Application.

Orders Executed Promptly.

H'K'g'g, 12th May, 1902. [145d]

MEE CHEUNG,

PHOTOGRAPHER.

TOP FLOOR OF ICE HOUSE, IN Ice-House Road.

IS now in a position, in his New and Commodious Premises, to eclipse, as heretofore, ALL PHOTOGRAPHIC ART PRACTICED in the Colony or in any part of the Far East.

GROUPS AND VIEWS a speciality.

Hongkong, 12nd September, 1902. [45]

TAI LOONG.

1 and 3, Lyndhurst Terrace.

NEW Kid Gloves, Fancy Dress Goods, Capes and Jackets, Flannels and Serges, Wool Shawls.

Hongkong, 14th October, 1902. [1502d]

CHEONG SHING.

No. 39, Queen's Road Central.

(Opposite to Messrs. GAUPP & Co.)

DEALERS IN

Jewellery and Silks, Pearls and Jade-stone

Ware, Ivory Ware and Curios, Chinese Goods of all kinds.

And also General Exporters.

An inspection is respectfully solicited.

Good quality and good workmanship guaranteed.

Prices lower than other shops in the same line of business. [105d]

TSU FAN,

DENTIST.

PRICE MODERATE.—CONSULTATION FREE.

Next to the Hongkong Dispensary, 50, Queen's Road, Central.

Hongkong, 28th November, 1902. [1299d]

LEE LOONG.

DEALER IN

Furniture, Blackwood, Plated Glass, Crockery Ware, Brass and Iron Bedsteads and Rattan Sofas for whole set.

JUST ARRIVED.

No. 15, 3, D'Aguiar Street.

Behind Hongkong Dispensary.

Hongkong, 18th May, 1902. [1496d]

DENTISTRY.

SUI SANG.

(Lately Practising with Dr. I. SAKATA) DENTIST.

No. 2, Queen's Road Central.

Hongkong, 4th January, 1903. [16]

HONGKONG AND WHAMPOA DOCK RETURNS.

H. I. C. M. S. Tiger at Kowloon Dock.

Loyal, 11th Dec.

Tacoma, 11th Dec.

Rue, 11th Dec.

Argus, 11th Dec.

Byrd, 11th Dec.

Phra Nang, 11th Dec.

U.S.S. Monterey, 11th Dec.

U.S.S. Yorktown, 11th Dec.

U.S.S. Albatross, 11th Dec.

U.S.S. Albatross, 11th Dec.

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U.S.S. Al

Post Office.

A Mail will close:—
 For Canton—Per *Honam*, to-morrow, the 12th instant, at 7.30 A.M.
 For Swatow—Per *Robert Dickinson*, to-morrow, the 12th instant, at 9 A.M.
 For Singapore—Per *Shanghai*, to-morrow, the 12th instant, at 11 A.M.
 For Macao—Per *Huanghai*, to-morrow, the 12th instant, at 1.15 P.M.
 For Nantao—Per *Tulla*, to-morrow, the 12th instant, at 3 P.M.
 For Kunchuk and Samshui—Per *Tung-kong*, to-morrow, the 12th instant, at 4 P.M.
 For Canton—Per *Fatshun*, to-morrow, the 12th instant, at 5 P.M.
 For Singapore, Penang and Bombay—Per *Capri*, on Saturday, the 13th instant, at 10 A.M.
 For Manila—Per *Rosita*, on Saturday, the 13th instant, at 10 A.M.
 For Moji—Per *Turkey*, on Saturday, the 13th instant, at 10 A.M.
 For Swatow, Amoy and Fochow—Per *Hailong*, on Saturday, the 13th instant, at 10 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Honolulu, and San Francisco—Per *Korea*, on Saturday, the 13th instant, at 10 A.M.
 For Swatow, Amoy and Tamsui—Per *Daigai*, on Saturday, the 13th instant, at 5 P.M.
 For Europe, &c., India, via Tutuorin—Per *Indus*, on Monday, the 15th inst., at 11 A.M.
 For Sandakan—Per *Mausung*, on Monday, the 15th inst., at 3 P.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, (R.C.) and Seattle, (U.S.A.)—Per *Kinsiu Maru*, on Tuesday, the 16th instant, at 3 P.M.
 For Manila—Per *Rubi*, on Wednesday, the 17th instant, at 10 A.M.
 For Moji, Kobe, Yokohama, Victoria, (R.C.) and Tacoma—Per *Tacoma*, on Wednesday, the 17th instant, at 10 A.M.
 For Shanghai, Nagasaki, Kobe, Yokohama, Victoria, B.C. and Vancouver—Per *Empress of Japan*, on Wednesday, the 17th instant, at 11 A.M.
 For Shanghai—Per *Wootung*, on Wednesday, the 17th instant, at 4 P.M.
 For Straits, Colombo and Bombay—Per *Vindobona*, on Thursday, the 18th instant, at 1 P.M.
 For Cebu and Manila—Per *Kaufung*, on Thursday, the 18th instant, at 4 P.M.
 For Europe, &c., India, via Tutuorin—Per *Bengal*, on Saturday, the 20th inst., at 11 A.M.
 For Amoy, Samarang and Sourabaya—Per *Kueiyang*, on Monday, the 22nd instant, at 4 P.M.
 For Manila—Per *Zufira*, on Wednesday, the 24th instant, at 10 A.M.
 For Europe, &c., India, via Tutuorin—Per *Bayern*, on Wednesday, the 24th instant, at 11 A.M.
 For Port Darwin, Thursday Island, Cooktown, Cairns, Townsville, Brisbane, Sydney and Melbourne—Per *Chinglu*, on Monday, the 29th instant, at 3 P.M.

PROJECTED SAILINGS.

DESTINATION.	VESSELS.	DATE.
Anping, &c.	Madsura Maru.	Dec. 24
Anoy, &c.	Kueiyang	Dec. 22
Bombay, &c.	Boudary Maru	Jan. 2
Bremen, &c.	Sachsen	Apr. 15
	Klauschou	Mar. 10
	Bayern	Dec. 24
	König Albert	Jan. 7
	Princess Irene	Jan. 21
	Princess	Mar. 4
	Darmstadt	Feb. 4
	Karlruhe	Feb. 18
	Prinz Heinrich	Apr. 1
Fiume, &c.	Vindobona	Dec. 18
Fochow, &c.	Anping Maru	Dec. 17
Havre & Hamburg	Suevia	Dec. 17
	Strassburg	Dec. 31
	Nürnberg	Jan. 13
	Silesia	Jan. 27
	Wienburg	Feb. 10
	C. Fred. Laeiss	Feb. 24
	Tamla Maru	Dec. 16
	Yawata Maru	Dec. 27
Kobe & Yokohama	Sanuki Maru	Jan. 2
Liverpool	Alcinous	Dec. 13
	Tydeus	Jan. 20
	Ulenor	Jan. 20
	Antenor	Jan. 20
	Ulysses	Dec. 23
	Hyson	Dec. 22
Marseilles, &c.	hanghai	Dec. 12
	Malta	Mar. 28
	Kanagawa Maru	Dec. 17
	Sado Maru	Dec. 17
	Indus	Dec. 15
	Tenka	Dec. 20
	Oopack	Jan. 16
	Zafiro	Dec. 24
	Rubi	Dec. 17
	Koh Ila Maru	Dec. 19
New York	Rosita Maru	Dec. 13
	Onoro	Dec. 10
Portland, (Or.)	Adria	Dec. 20
	Indrasimha	Jan. 14
	Indravelli	Jan. 14
San Francisco, &c.	Nippon Maru	Jan. 24
	Sibiria	Feb. 3
	Gaia	Dec. 23
	Coptic	Feb. 10
	Korea	Dec. 13
	Hongkong Maru	Dec. 31
	China	Jan. 8
	Doric	Jan. 17
	America Maru	Feb. 17
Shanghai	Ballaat	Dec. 20
	Laos	Dec. 15
	Woozung	Dec. 17
Singapore, &c.	Lightning	Dec. 17
Swatow, &c.	Dajin Maru	Dec. 21
	Daigai Maru	Dec. 14
	Hailong	Dec. 13
	Chinglu	Dec. 29
Taiwan	Taiwan	Feb. 16
	Changsha	Mar. 7
	Empire	Dec. 12
	Kumano Maru	Jan. 1
Vancouver, &c.	Empress of Japan	Dec. 17
	Empress of India	Feb. 11
	Atheban	Dec. 31
	Tartar	Feb. 25
	Ningchow	Dec. 27
	Tacoma	Dec. 17
Victoria, B.C.	Crockett, Miss	Jan. 3
	Tremont	Dec. 30
	Kinsiu Maru	Dec. 16
	Shinano Maru	Dec. 30
Yokohama, &c.	Canton	Dec. 14

YESTERDAY.

WEATHER REPORT.	On date at	On date at
Barometer	30.00	29.95
Temperature	68	68
Humidity	80	80
Rainfall	0.31	

VISITORS AT THE HONGKONG HOTEL.

Aguda, Capt. & Mrs. F. Longmire, J. D.
 Andrews, Mrs. P. and child
 Aguda, Mr. & Mrs. E. H. Mackie, G.
 Bell, J. T. Martin, A. R.
 Black, J. McBride, H. H.
 Boggan, Mr. & Mrs. R. McKay, T. D. & servant
 Bonnet, F. Milton, Mr. and Mrs.
 Bornemann, F. Mohr, Mr. and Mrs.
 Borthwick, Mr. & Mrs. W. E. C.
 Bowers, Dr. F. H. Nervagna, N.
 Bradley, W. P. North, R. N. C. J.
 Brown, J. W. Ormerod, J. H.
 Brown, M. S. Ormerod, R.
 Casswell, Capt. & Mrs. Ormerod, R.
 and maid
 Clark, Hon. Dr. F. Passmore, Mrs.
 Clark, W. S. Potts, Mr. and Mrs. W. V.
 Coie, F. C. Hutton
 Colson, J. S. Rankin, J.
 Combe, T. Raby, S.
 Cobb, S. H. Reeve, Miss
 Cohn, Mr. & Mrs. N. Reeve, Mrs. J. A.
 Crago, Dr. J. M. Roberts, C. C. G.
 Croke, A. Russell, Wm.
 Derbyshire, F. H. Sarloos, Miss P.
 Deronjen, S. Salking Mr. and Mrs.
 Downing, T. C. A. S.
 Edlin, F. O. Schmidt, E.
 Edwards, F. W. Shatin, Mrs. C. R.
 Ferris, C. M. Sheriff, Mrs.
 Evans, N. G. Strager, A.
 Fisher, H. G. Stott, C.
 Flynn, Mr. & Mrs. J. R. Swain, E. A.
 Frank, Mr. & Mrs. J. R. Sour, J. A. de
 Gayoso, J. L. Souza, Mrs. J. A. de
 Glover, C. S. S. C. F.
 Goldmann, E. Torkelsen, O.
 Grant, John Thackwell, Mrs. L.
 Hamilton, Mr. & Mrs. Thomson, A. M.
 W.
 Handelman, J. T. C.
 Hayler, A. T. C.
 Heckford, R. G. Warren, Mr. and Mrs.
 Henderson, Mrs. F. Watkins, C. A.
 Hekeph, S. B. Webster, Miss N. M.
 Hills, F. W. Weitzmann, F. W.
 Hollingsworth, A. Whitley, W. J. G.
 Howard, Thos. Whitley, Mrs. A. M.
 Hunter, Dr. W. William, A. J.
 Husted, M. S. Wilson, Mrs. B. & child
 Joseph, H. R. Whitman, Capt. & Mrs.
 Joseph, H. R. Woodward, T. E.
 Kautsch, E. A. Woolmer, Mr. & Mrs.
 Lamb, S. C. E.
 Lamb, S. O. Wright, Col. W. F.
 Leary, S. O. Yates, Mr. and Mrs.
 Longino, T. C.

VISITORS AT THE CONNAUGHT HOTEL.

Bain, Mr. and Mrs. M. Humphreys, W.
 Bain, Miss Jaffe, Daniel
 Barber, J. W. James, C. J.
 Barrett, E. G. Kellman, Mr. and Mrs.
 Begley, H. T. Kerr, R.
 Boyce, W. Kinsey, Miss
 Brewitt, Mr. and Mrs. McGregor, Norval
 Paul and family
 Cumalat, V. T. de Newby, E. C.
 Eliazad, Angolia T. de Reul, W.
 Eyre, H. Rivera, Mr. and Mrs.
 Campbell H. A.
 Currier, Mrs. A. D. Robertson, N. H.
 Downes, John Rutherford, D. H.
 Dufour, Mrs. Stewart, Mrs. John
 Fellers, H. N. Stiles, Mrs. W. E.
 Grant, Powell Stoddart, F.
 Hamilton, A. H. C. Tibbey, S. N. W.
 Harrison, Mrs. E. Thomas, C. H.
 How, N. Miss E. Van Waldorf, Miss Janet
 Houghton, R. Waldorf, Miss Janet
 Hughes, Miss E. P.

VISITORS AND RESIDENTS AT THE PEAK HOTEL.

Andrews, Mrs. H. J. Hebdon, S.
 Bentley, Andrew Heron, C. O.
 Benson, A. D. Major Heron, Lieut. Col. and
 and Mrs. H. G. Mrs. and child
 Berkeley, Sir Henry Hewitt, A. P. D., Capt.
 Berkeley, H. J. C.
 Bewley, R. A. M. C. Major Howes, A. H.
 A. W. Jeffries, H. U.
 Bottenheim, Mr. and Mrs. King, R. E.
 Mrs. A. H. and Major H. S.
 children Koch, C.
 Brabazon, Ralph A. Macnamara, R. N., Staff.
 Bryane, H. F. R. Surgeon & Mrs. H. W.
 Brown, R. E. Col. L. F. Maren, R.
 Brown, Mrs. McDermott, A. P. B.
 Bryant, G. H. Miller, Mr. & Mrs. J. F.
 Bryson, A. Mitchell, Robert
 Chapman, Mr. & Mrs. Norris, R. N., Surgeon
 and Mrs. H. L.
 Cockell, Edgar Otto, W.
 Cooke, William A. Philpot, Leonard D.
 Crockett, A. R. Capt. Pollock, K. C. H. E.
 and Mrs. H. B. Redcliffe, R. E., Capt. &
 Denny, D. A. C. Major Reid, Mr. & Mrs. T. H.
 and Mrs. W. A. C. Rumsey, R. N., Hon. R.
 Edwards, Mrs. E. F. Fawcett, R. A., Capt.
 Fawcett, R. A., Capt.
 Fawcett, Mrs. P. H. Sawyer, Mrs. W. E.
 Ferrier, A. P. D., Col. and H. G.
 Mrs. G. H. Sherbrooke, R. N., Lieut.
 Finke, A. S. H. G.
 Forbes, Andrew S. H. G.
 French, A. S. C. Major S. H. G.
 G. A. Spalckhaver, W. O. C.
 Grant, G. C. Lindsay Stoppa, Paul
 Gros, Mr. & Mrs. E. F. Thiel, C.
 Hamilton, Maj. A. B. Thomson, J. S.

VISITORS AT CRAIGEBURN.

Anderson, Mrs. E. F. George, Mr. and Mrs. C.
 Anderson, Miss Harvey, Lieut. and
 Besnard, Mrs. Mrs. J. S.
 Brusse, G. Helms, W.
 Dann, Mr. and Mrs. Hett, F. P.
 G. K. Lambelle, Lieut. and
 Denison, Mrs. A. Mrs. F. W.
 Garmad, Jr. U.S.A. Parker, Capt. and Mrs.
 Capt. and Mrs. L. F.

VISITORS AT THE ROWLOON HOTEL.

Back, Stanley Drake, U.S.A. Comdr.
 Back, Mrs. Stanley Mrs. F. J.
 Casswell, Capt. & Mrs. Nobbs, A. P.
 and maid and child
 Cockett, Capt. O'Leary, U.S.N., Pay-
 master and Mrs.
 Cockett, Miss child and amah
 Price, F. H.
 Cwan, D. J. Vernon, Miss P. J.
 Dow, J. C.

VISITORS AT THE QUEEN'S HOTEL.

Andrews, Mr. and Mrs. Loges, M.
 and child
 Bernasconi, C. Magelsdorf, E.
 Edwards, J. Mrs. Redfern, Mrs. J. R. and
 Houghton, Mrs. child
 King, Carl Symington, J. R.
 Keith, Mr. and Mrs. Wising, Capt. & Mrs.
 and children
 Key, Dr.

VISITORS AT THE KING EDWARD HOTEL.

Anton, A. S. Hughes, Kerfoot
 Binney, Mr. and Mrs. S. Kien, F.
 Binney, Miss N. Kien, Mrs. F.
 Binney, Miss J. Krebs, Capt. & Mrs. H.
 Binney, Miss G. Langlands, Mrs.
 Brighton, T. Langlands, A. O. D.
 Creswell, W. T. Capt.
 Creswell, Mrs. & child Laitis, T.
 Davidson, N. R. Marsh, Mrs. C. C.
 Dychehoff, M. J. Pontier, E. C.
 Evans, Mrs. R. D. Stephens, Mr. & Mrs.
 Evans, Miss M. J. D.
 Focke, F. Stevenson, W. J.
 G. H. P. Stokes, R. N., Capt.
 Hibby, Elhelm Stokes, Mrs.
 Holmes, H. T. Wiggins, Mr. and Mrs.
 Hughes, R. A. M. C. Col. and child
 G. A.

CHINA COAST METEOROLOGICAL REGISTER.

STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WEATHER
December 9th, 1902, p.m.							
Wladivostok	2 p.m.	30.37	24		N	5	b
Nemuro	"	30.20	"		NE	8	"
Hakodate	"	30.17	"		N	8	"
Tokio	"	30.02	"		NW	6	"
Kochi	"	30.03	"		NE	2	"
Nagasaki	"	30.07	"		NE	6	"
Kagoshima	"	30.07	"		"	"	"
Oshima	"	30.04	"		N	4	"
Ishigakijima	"	30.01	"		"	"	"
Taihou	1 p.m.	29.94	"		N	6	"
Taichu	"	29.91	"		N	6	"
Tainan	"	29.91	"		NE	6	"
Koshun	"	29.97	"		NE	8	"
Pescadore	"	29.97	"		NE	8	"
Gutzlaff	3 p.m.	30.19	57	63	NE	3	cv
Sharp Peak	"	30.03	59	88	NW	5	og
Amoy	2.30 p.m.	30.03	67	88	NE	2	or
Swatow	3 p.m.	30.00	65	"	NE	"	"
Canton	"	29.95	62	91	N	1	r
Hongkong	4 p.m.	29.90	66	91	E	4	od
Victoria Peak	"	"	"	"	E	5	"
Gap Rock	"	29.87	"	"	E	5	"
Macao	"	29.92	66	"	NW	1	od
Haiphong	"	29.80	90	60	"	"	"
Bacolon	3 p.m.	"	"	"	E	1	b
Hoiho	"	29.79	87	"	N	6	b
Cebu	"	29.78	85	"	N	4	b
C. M. James	4 p.m.	"	"	"	"	"	"

December 10th, 1902, a.m.

STATION	HOUR	BAROMETER	TEMPERATURE	HUMIDITY	DIRECTION	FORCE	WEATHER
December 10th, 1902, a.m.							
Wladivostok	7 a.m.	30.38	12	87	E	1	b
Nemuro	"	30.28	"	"	NE	8	"
Hakodate	"	30.29	"	"	N	4	"
Tokio	"	30.22	"	"	NW	2	"
Kochi	"	30.15	"	"	N	4	"
Nagasaki	"	30.15	"	"	NE	4	"
Kagoshima	"	30.11	"	"	NE	6	"
Oshima	"	30.00	"	"	SW	2	"
Ishigakijima	"	30.01	"	"	"	"	"
Taihou	5 a.m.	29.97	"	"	NE	4	"
Taichu	"	"	"	"	"	"	"
Tainan	"	"	"	"	"	"	"
Koshun	"	"	"	"	"	"	"
Pescadore	"	"	"	"	"	"	"
Gutzlaff	9 a.m.	30.23	57	69	NE	3	cv
Sharp Peak	"	30.07	59	91	NNW	2	r
Amoy	5.30 a.m.	30.05	66	89	NE	1	or
Swatow	7 a.m.	30.02	65	"	NE	"	"
Canton	"	30.05	68	"	"	"	"
Hongkong	10 a.m.	30.00	68	100	"	"	"
Victoria Peak	"	"	"	"	"	"	"
Gap Rock	"	29.97	"	"	NNE	3	"
Macao	"	30.01	65	"	NNW	1	c
Haiphong	"	29.88	82	70	"	"	"
Manila	"	"	"	"	"	"	"
Bacolon	9 a.m.	"	"	"	"	"	"
Hoiho	"	29.92	82	"	NE	1	b
Cebu	"	29.89	85	"	N	3	b
C. M. James	10 a.m.	"	"	"	"	"	"

HONGKONG AVERAGE MARKET PRICES.

Corrected to Friday, December 5th, 1902.
 At the cents per Dollar Mexican.

Butcher Meat.

Beef	Cents.
Beef sirloin & prime cut—Mei Lung Pa	16
" Corned—Ham Ngau Yuk	16
" Soup, Tong Yuk	16
" Steak—Ngau Yuk Pa	16
" Sausages—Ngau Yuk Chuan	16
Bullock's Brains—Know	15
" Tongue fresh—Ngau Lin	45
" Corned—Ham Ngau Lin	30
" Head—Ngau Lin	30
" Heart—Ngau Sum	12
" Hump, Salt—Ngau Kin	12
" Feet—Ngau Kerk	8
" Kidneys—Ngau Yiu	7
" Tail—Ngau Mei	16
" Liver—Ngau Con	8
" Tripe (undressed)—Ngau To	5
Calves' Head and Feet—Ngau-chai	75
Mutton Chop—Yeung Pui Kwai	22
" Leg—Yeung Pui	22
" Shoulder—Yeung Shau	22
Pigs' Chinsling—Chi cheong	7
" Feet—Chi Cheuk	12
" Fry—Chi Cheuk	12
" Head—Chi Tau	14
" Heart—Chi Sum	9
" Kidneys—Chi Yiu	9
" Liver—Chi Kon	16
Pork Chop—Chi Pui Kwai	18
" Corned—Ham Chai Yuk	18
" Leg—Chi Pui	18
" Fat or Lard—Chu Yau	15
Sheeps' Head and Feet—Yeung Tau	50
" Keok	50
" Heart—Yeung Sum	9
" Kidneys—Yeung Yiu	9
" Liver—Yeung Con	20
Sucking Pigs, To Order—Chu Chai	15
Suet, Beef—Sang Ngau Yau	18
" Mutton—Sang Yeung Yau	20
Veal—Ngau Chai Yuk	16
" Sausages—Ngau Chai Yuk Tong	15
Chicken—Kai Chai	22
Capons, Large, Small—Sin Kai	25
Ducks—Ap	20
Doves—Pan Kau	20
Eggs, Hen—Kai Tan	20
Fowls, Canton—Kai Nam Kai	20
" Hainan—Kai Nam Kai	20
Geese—Ngo	21
Geese, Wild Shanghai—Shing Hoi Ye	21
Musk Deer—Wong Keung	each \$4.50
Hare—Tui Chai	50
Partridge—Chi Khoo	55
Phoenix—Shan Kai	each 1.40

Pigeons, Canton—Pak Kup	each	12
" Hoihow—Hoihow Pak Kup	"	10
Quail—Um Chun	"	10
Rice Birds—Wo Fa Cheuk	doren	10
Snipe—Sa Chui	"	10
Turkeys, Cook—Fo Kai Kung	"	60
" Hen	"	40
Wild Ducks, Shanghai, Sui-ap	pair	30
Teal, Shanghai, Sui Ap Chai	each	45

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